

A black and white photograph of a forest path. In the foreground, a large birch tree trunk is on the left, showing characteristic white bark with dark lenticels and peeling areas. A path leads into the distance, flanked by dense foliage and more birch trees. The background is filled with a thick canopy of leaves.

THE DELAWARE AND HUDSON RAILROAD BULLETIN

*The
D&H*

JANUARY 15, 1932

UPPER LOON LAKE

The Game

I CAN'T expect Luck to be coming my way,
In ALL of the games that I happen to play.
So, if now and then I must forfeit a trick,
Though badly I need it, I oughtn't to kick—
For that's just a part of the game.

And whoever played in a game that was FUN,
That called for small effort, that it might be won?
My Victory can never—no, never—be sweet,
Unless I have snatched it away from defeat!
The fight's the best part of the game.

And who is it wants to be always in luck,
Relying on Fortune instead of on Pluck?
And who is it wants to go smiling through Life.
Unable to say he has weathered the strife—
Unable to prove he was game?

And though I may win, or be last in the race,
May I never cringe at the troubles I face!
And when I have finished, may honest men write:
"In winning or losing, he fought a good fight,
From the start to the end of the Game!"

—C. S. KINNISON.



The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN



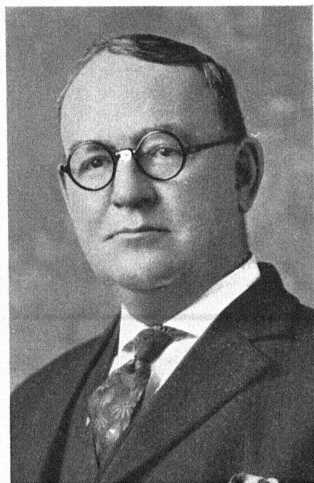
Engineer's Biggest Thrill

Came When He Struck Gasoline Truck Stalled on Track

ONCE in every railroad man's life comes the greatest thrill of them all. Retired Engineman BERT J. LOOMIS' came one morning at Altamont. He had made up almost twelve minutes between Oneonta and Altamont on 305, with Conductor JOHN H. STEFFEN, and he would have gone into Albany on time, but as he shot around the curve just south of the Altamont station he saw a gasoline truck stalled on the crossing not more than 100 feet away.

In the next second he imagined his engine hitting the truck, gasoline spraying it and the coaches behind, and, ignited from the firebox, perhaps burning many passengers. In an instant he set the brakes in emergency, reversed the engine, and ducked. The locomotive hit the motor of the truck, spun it around clear of the track, and although gasoline was dripping from a broken pipe at the rear of the tank, no fire resulted and no one was injured.

MR. LOOMIS' early years were spent near Bainbridge where he was born July 25, 1871. Throughout his school days he was particularly interested in the operation of Delaware and Hudson trains on the nearby railroad, although he was



BERT J. LOOMIS

forced to work on his father's farm. His mother, a resident of Bainbridge, is still active there although she will be 93 years old in March.

At the age of 20 BERT went to Albany to apply for a position as fireman. On this visit to the general offices he met Superintendent of Motive Power Blackall. Later Mr. Blackall's chief clerk gave him the color test and told him that he would be notified when he was needed. Soon afterward a letter came ordering him to report to Engine Dispatcher C. O. Beach at Oneonta for duty. So it was that on January 19, 1891, he went to work for our company as a fireman.

"That first trip" was a never-to-be-forgotten event in BERT's life. With Engineman Potter, on "the 212," he left Oneonta for Nineveh. The 212 was an old coal burning Mogul with a ponderous "Dolly Varden" smokestack and oil head- and gauge-lights. Two weeks after his first trip BERT was sent to Binghamton where he spent most of his remaining years of service. When he reached Binghamton Charles O. Vedder was Foreman and Patrick Shea, later Assistant Superintendent, was Yardmaster.

The Delaware and Hudson layout at Binghamton

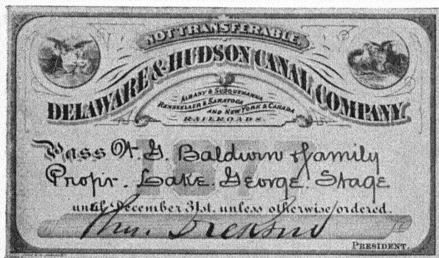
was then considerably different from the present plan. The roundhouse was at Liberty Street—part of it is still used as the yard office. In addition to the twelve locomotive stalls there was a blacksmith shop, carpenter shop, oil room, supply shed for storing lumber and tools, and the foreman's office. The freight house was located about half way between Chenango Street and the roundhouse.

Our line crossed the Delaware, Lackawanna and Western at the same place then as at present, although a red and green ball signal was the only device in use at that point. There was a red indicator on one end of a cross arm at the top of a high pole and a green one on the other. When the Delaware and Hudson indication was green the

Lackawanna showed red and vice versa. The same type of signal was used at the Sidney O. & W.—D. & H. crossing and the West Shore intersections at Voorheesville and South Schenectady until replaced by more modern equipment.

When MR. LOOMIS first came to Binghamton the train crews made up their own trains, averaging 22 cars each. All the lead engines were Moguls; Consolidation type engines 179, 180, and 181 were in pusher service. When a crew began to make up its train the conductor spotted all the light loads and did his best to include them in his train, provided, of course, a yardmaster wasn't looking.

(Concluded on page 30)



Old Passes

From Collection
of W. G. Baldwin

PRIOR to the opening of the railroad linking Montcalm Landing on Lake Champlain with Baldwin Landing on Lake George, a stage line of four and six horse coaches was operated between the two lakes by W. G. Baldwin. This stage handled the passenger traffic between the steamer line terminals at old Fort Ticonderoga and what was then Cook's Landing, now called Baldwin Landing, Lake George. Its coaches carried many notables from time to time including President Ulysses S. Grant and General Philip H. Sheridan.

After the completion of the railroad Mr. Baldwin was employed for several seasons as passenger conductor on trains running between Baldwin and Saratoga Springs. Still later he acted as general agent for the railroad, settling claims of various kinds, and performing other duties up to the time of his death in 1889.



Among his personal effects were found a number of annual passes of The Delaware and Hudson Canal Company and The Champlain Transportation Company, for the years 1876-1884 inclusive, issued to Mr. Baldwin and family. The railroad passes, signed by President Thos. Dickson, were for all passenger trains operated by the company. The steamer passes, good on both Lake Champlain and Lake George, were marked "room & meals free."

IN MEMORIAM

A.D. 1931

*When musing on Companions gone,
We doubly feel ourselves alone.*

— SIR WALTER SCOTT.

THE past year deprived us of 158 Companions. Well might we feel doubly alone were we not encouraged and comforted by our memories of them—our inspirations for greater courage and effort due to their examples.

J. T. Hoxey
VICE-PRESIDENT AND GENERAL MANAGER

The Roll

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Abel, Otto B.	Capt. of Police	System	Oct. 15, 1906	Dec. 6
Baird, Ralph	Trainman	Penna. Div'n	Dec. 8, 1903	May 11
Ballantine, Arthur	Plumber	Oneonta	Sept. 1, 1917	Apr. 30
Barnes, DeWitt (P)	Material Man	Oneonta	July 1, 1889	May 16
Behan, Charles	Cr. Watchman	Glens Falls	Aug. 17, 1921	June 7
Bentley, Andrew (P)	Flagman	Saratoga	June 1, 1869	Dec. 1
Bernett, Peter	Cr. Watchman	Unadilla	Jan. 18, 1918	Feb. 20
Bierly, Maurice	Cr. Watchman	Plymouth	Sept. 16, 1912	Dec. 10
Birdsall, Joseph	Jt. Stk'man & Clk.	Oneonta	Aug. 1, 1888	Dec. 10
Boissoneault, Cleophas	Cr. Watchman	W. Waterford	Nov. 28, 1906	Nov. 18
Bolacker, William	M. C. Watchman	Hudson	Sept. 20, 1928	Dec. 1
Boudreau, Austin	Engineer	Green Island	Apr. 1, 1903	June 2
Bourdo, Henry C.	A. B. Insp. & Repr.	Rouses Point	Apr. 1, 1916	Sept. 11
Brenner, Edward J.	Agent	Wilkes-Barre	Sept. 21, 1897	Oct. 10
Brighton, Martin	Cr. Watchman	No. Albany	May 15, 1913	Feb. 14
Buckskowski, Ludwig	Sweeper	Albany	Jan. 1, 1880	June 5
Burke, Timothy (P)	Cr. Watchman	Archbald	July 1, 1920	May 3
Burrell, Seymour	Engineer	Oneonta	Jan. 6, 1904	Mar. 20
Butts, Jerry B. (P)	Fireman	Oneonta	Apr. 1, 1887	May 16
Caliconi, Nicoli (P)	Cr. Watchman	Whitehall	May 15, 1888	Feb. 11
Campbell, John E.	Chief Clerk	Albany	July 1, 1887	Apr. 10
Carey, Joseph	Cr. Watchman	Moosic	July 19, 1929	Dec. 12
Carmody, William	Engineer	Binghamton	Oct. 29, 1882	Aug. 21
Cavanaugh, Dennis (P)	Loco. Cleaner	Saratoga	May 16, 1907	Mar. 29
Cekira, Nicholas	Cr. Watchman	Moosic	July 1, 1909	Aug. 9

The Roll

(Continued)

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Chase, Charles	Janitor	Carbondale	Nov. 5, 1917	June 18
Clark, Farrel F.	Cr. Watchman	Ft. Edward	Oct. 16, 1929	May 29
Coffin, Eugene (P)	Laborer	Binghamton	Feb. 1, 1885	Mar. 30
Collins, John H. (P)	Engineer	Plattsburg	May 1, 1882	Sept. 5
Collins, Robert	Upholst. Hlpr.	Colonie	Oct. 10, 1922	Nov. 22
Conaughty, Frank S.	Conductor	Colonie	June 19, 1885	Dec. 18
Connery, John (P)	Cr. Watchman	Saratoga	Sept. 1, 1920	Aug. 3
Connors, Dennis	Cr. Watchman	Colonie	Jan. 7, 1930	Apr. 5
Contro, Pietro	Trackman	Binghamton	Mar. 12, 1929	Jan. 23
Corsall, Joseph T.	Sec. Foreman	Lake George	Mar. 22, 1920	Mar. 30
Creedon, John E.	Signal Maintainer	Whitehall	Apr. 1, 1907	Dec. 8
Curtis, Leon S.	Engineer	Whitehall	Dec. 1, 1902	Aug. 5
Davidson, William H.	Foreman	Rouses Point	Dec. 16, 1907	Aug. 23
Demaree, Arthur	Sec. Foreman	East Windsor	Oct. 5, 1888	Oct. 31
Denton, William C.	Bridge Insp.	Albany	Oct. 17, 1900	June 14
Dibble, James M. (P)	Sw' Tender	Oneonta	Nov. 1, 1888	Feb. 5
Donnellan, Joseph F.	Master Mechanic	Colonie	Apr. 16, 1917	Aug. 29
Doyle, Andrew F.	Machinist	Colonie Shops	Nov. 21, 1922	Jan. 27
Dunn, Michael	Trackman	Port Henry	June 1, 1916	Oct. 12
Dunn, William (P)	Cr. Watchman	Saratoga	Jan. 28, 1922	May 27
Durkin, Thomas	Trainman	Wilkes-Barre	Jan. 27, 1905	Dec. 12
Edwards, James R.	Cook	Albany	May 19, 1927	May 28
Ellis, George (P)	Watchman	Oneonta	Nov. 1, 1866	Mar. 23
Empey, Charles F.	Conductor	Ticonderoga	July 1, 1884	Oct. 6
Ferko, Andrew	Stat'y Eng'r	Carbondale	Dec. 22, 1926	†Dec. 31
Fielding, Roland W.	Plumber Helper	Carbondale	Aug. 2, 1928	May 27
Fitch, Howard T. (P)	Fireman	Carbondale	Nov. 1, 1882	Oct. 5
Flagler, Charles A.	Caretaker	Albany	May 17, 1899	Jan. 5
Fox, Joseph S.	Trainman	Carbondale	Nov. 2, 1887	Jan. 3
Foy, Samuel, Sr. (P)	Handyman	Rouses Point	May 1, 1882	Oct. 10
Gates, Edward R.	Trainman	Whitehall	July 1, 1910	Dec. 8
Gettel, Frank E.	Foreman	Uniondale	Sept. 1, 1910	July 4
Greenley, Harry T.	Fireman	Carbondale	Mar. 22, 1913	Feb. 10
Hammond, Charles D. (P)	Gen'l Supt.	Albany	July 1, 1873	Nov. 4
Hammond, Christopher (P)	Trainman	Susq. Div.	Feb. 1, 1880	Nov. 19
Harris, Benjamin	Trainman	Oneonta	June 9, 1912	Nov. 15
Hathaway, Walter J.	Cr. Watchman	Hudson Falls	Feb. 2, 1931	Feb. 22
Healey, Arthur T.	Trainman	Wilkes-Barre	Sept. 17, 1920	Mar. 20
Heath, William T.	Turntable Opr.	Binghamton	Aug. 1, 1869	July 6
Heatherman, Dennis	Caller	Binghamton	Feb. 27, 1926	June 1
Hodgins, Robert J.	Blacksmith	Plattsburg	Sept. 16, 1922	Jan. 9
Holloran, Michael (P)	Foreman	Laphams	July 3, 1891	Apr. 25
Holloway, Herbert B.	Trainman	Green Island	May 10, 1904	Oct. 3
Hopkins, John	M. C. Watchman	Mayfield	May 12, 1884	Oct. 30
Isgar, Joseph H.	Engineer	Carbondale	July 17, 1899	Oct. 21
Ives, Robert N.	Carpenter	Schenectady	Sept. 4, 1923	July 25
Jennings, John	Cr. Watchman	Peckville	Oct. 3, 1921	Jan. 8
Jones, Thomas W.	Trainman	Whitehall	Aug. 31, 1912	Apr. 13
Judd, Orrin A. (P)	Loco. Cleaner	Susq. Divn.	Mar. 1, 1868	Mar. 18
Kane, James E.	Engineer	Oneonta	Apr. 8, 1908	Feb. 4
Kenny, Thomas	Cr. Watchman	Scranton	Mar. 15, 1930	Mar. 9
Kitchen, Charles F.	Asst. Foreman	Oneonta	Apr. 27, 1915	Oct. 6
Kline, James J.	Cr. Watchman	Scranton	Aug. 3, 1926	Dec. 30

The Roll

(Continued)

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Labato, William	Trackman	Albany	Nov. 25, 1930	Apr. 21
Lee, Thomas (P)	Trainman	Colonie	Dec. 1, 1891	Jan. 27
Leonard, Dow F.	A. B. Insp. & Repr.	Oneonta	July 2, 1922	Feb. 13
Levan, Francis A.	Sw' Tender	Hudson	Jan. 15, 1929	May 3
Lindsay, George W.	Telegraphman	Carbondale	Sept. 10, 1924	May 18
Lower, George W. (P)	Agent	Avoca	Jan. 12, 1888	Jan. 6
Lynch, Patrick	M. C. Watchman	Mayfield	Jan. 1, 1930	Feb. 28
Mangan, John H. (P)	Conductor	Oneonta	Apr. 1, 1883	Sept. 4
Martin, Michael	Boilermaker	Colonie R. H.	Nov. 6, 1922	Nov. 21
Mastro, Angelo	Car Repairer	Oneonta	July 1, 1918	Oct. 25
McCarthy, John B.	Cr. Watchman	Watervliet	Nov. 8, 1905	Feb. 4
McCarty, William H.	Master Carpenter	Carbondale	Jan. 3, 1916	May 7
McGlynn, John	Cr. Watchman	Plymouth	Aug. 1, 1913	May 27
McGraw, Thomas J.	Trainman	Carbondale	Aug. 16, 1916	Apr. 1
Miholidge, John	Cr. Watchman	Peckville	Sept. 8, 1923	May 3
Miller, William J.	Storehouse Hlpr.	Colonie	Oct. 18, 1920	Mar. 27
Mitchell, Vincenzo	Cr. Watchman	Ballston	Sept. 14, 1927	Dec. 24
Molinaro, Anthony	Cr. Watchman	Carbondale	Aug. 5, 1905	June 25
Molinaro, Gabriel	Coaler	Carbondale	Apr. 1, 1899	Aug. 10
Moore, Thomas J.	Tool Boy	Wilkes-Barre	May 1, 1916	Mar. 28
Morenus, Fred	Machinist	Oneonta	Sept. 27, 1923	June 6
Murphy, John J.	Sw' Tender	Albany	Apr. 10, 1886	Apr. 24
Mutchler, John E.	Foreman	Lanesboro	June 2, 1912	Jan. 9
Myers, Clinton C.	Carpenter	Plattsburg	Nov. 17, 1930	Feb. 13
Naatz, Charles (P)	Cr. Watchman	Corinth	July 1, 1889	Sept. 11
Natarelli, John	Lampman	Colonie	Dec. 7, 1928	June 1
Norton, James M.	Trainman	Oneonta	Feb. 19, 1918	Nov. 17
Olcott, Frank	Cr. Watchman	Port Henry	Mar. 1, 1910	Jan. 6
Osborn, William E. (P)	Binder Asst.	Colonie	Jan. 1, 1916	July 1
Osher, Thomas	Laborer	Colonie	July 25, 1923	Nov. 29
Parillo, Thomas	Cr. Watchman	Mechanicville	Dec. 1, 1899	Sept. 8
Parrish, Joshua B. (P)	Sw' Tender	Oneonta	Sept. 8, 1880	Nov. 9
Pelair, John	Trackman	Carbondale	Apr. 26, 1924	Feb. 6
Pidgeon, Peter J.	Trainman	Oneonta	Sept. 29, 1917	June 22
Pierce, William A.	P. & P. Fitter	Oneonta	Sept. 9, 1922	Feb. 13
Pinko, Andrew	Cr. Watchman	Green Ridge	Feb. 10, 1907	Apr. 23
Piraco, Frank	Cr. Watchman	Saratoga	Dec. 31, 1923	Mar. 7
Poland, Edward	Fireman	Plattsburg	July 16, 1920	Mar. 3
Poole, Charles D. (P)	Clerk	Albany	Apr. 1, 1888	Feb. 9
Price, John A. (P)	Engineer	Saratoga Divn.	July 1, 1882	Oct. 26
Quick, Dexter	Engineer	Carbondale	Oct. 23, 1909	Sept. 10
Read, Minnie A.	Clerk	Albany	July 27, 1917	Sept. 25
Reed, James	Cr. Watchman	Albany	Mar. 6, 1930	Aug. 8
Reilly, Edward J.	Trainman	Wilkes-Barre	July 31, 1918	May 23
Rich, George (P)	Trainman	Saratoga Div'n	Jan. 1, 1868	Apr. 2
Rigle, Jake	Laborer	Carbondale	June 15, 1925	Sept. 3
Risley, John L.	Trainman	Oneonta	May 6, 1918	June 29
Rockwell, Clay	Trackman	Esperance	Jan. 3, 1930	July 27
Roe, Sanford	Cr. Watchman	Altamont	June 1, 1915	July 14
Root, Emerson J.	Trainman	Whitehall	Mar. 10, 1913	Oct. 19
Ross, James P.	Sec. Foreman	Whitehall	July 29, 1889	Feb. 17
Ryan, James J.	Roadmaster	Plattsburg	Sept. 1, 1884	July 24

The Roll

(Concluded)

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Selkirk, John A.	Per Diem Clerk	Albany	Dec. 1, 1881	June 6
Shaughnessy, James (P)	Pumpman	Colonie	Sept. 1, 1913	Aug. 13
Shea, Stephen	Trainman	Penna. Divn.	Oct. 1, 1910	Nov. 3
Simpson, John	Trackman	Windsor	Apr. 9, 1923	Feb. 8
Smith, Lawrence (P)	Trackman	Carbondale	June 1, 1867	Feb. 16
Smith, Merlin	Fireman	Binghamton	Apr. 9, 1917	June 25
Snyder, David	Boiler Insp.	Oneonta	Nov. 23, 1923	May 10
Stapleton, Patrick W. (P)	Foreman	Susq. Divn.	Jan. 1, 1870	Nov. 30
Stimpson, Charles H.	Laborer	Oneonta	Dec. 8, 1922	June 13
St. Louis, Frank Sr.	Trackman	Plattsburg	Dec. 10, 1926	Oct. 14
Tamsett, John (P)	Blacksmith Helper	Oneonta	Mar. 1, 1879	Aug. 16
Tario, Obie	Trainman	Sara. Divn.	June 24, 1895	July 12
Traver, Elias B.	Trackman	Gansevoort	Mar. 8, 1923	Sept. 17
Truchan, Mike	Car Repr. Helper	Binghamton	Dec. 16, 1925	Nov. 8
Trusten, James Sr. (P)	Sw' Tender	Sara. Divn.	May 1, 1886	Mar. 30
Van Deusen, John D. (P)	Laborer	Albany	May 1, 1888	May 18
Wait, Day F.	Paymaster	Albany	Mar. 30, 1881	Apr. 14
Ward, Melvin	Trackman	Colliers	Jan. 5, 1925	July 14
Wemette, Fred	Asst. Maintainer	Plattsburg	Aug. 10, 1907	July 29
Wheeler, Leland B.	Machinist	Oneonta	Mar. 2, 1923	Oct. 27
Whitaker, J. Osmer (P)	Engineer	Susq. Divn.	June 1, 1881	June 10
Whitbeck, Ezra (P)	Cr. Watchman	Ballston	Mar. 1, 1904	Feb. 6
Williams, George	Trainman	Wilkes-Barre	Dec. 24, 1917	July 24
Winter, Bessie H. (P)	Clerk	New York City	Dec. 1, 1874	Mar. 15
Winters, James B.	Laborer	Colonie	Dec. 1, 1921	Jan. 8
Wolford, John (P)	Trainman	Susq. Divn.	Aug. 1, 1887	Feb. 13
Wood, Worley R.	Trainman	Oneonta	Aug. 29, 1914	Sept. 16
Zullo, Rafaelo	Cr. Watchman	Schenectady	July 1, 1909	Jan. 12

†Information received too late to include in 1930 report.

(P)—Indicates pensioned employee.

Requiescat in pace



Ballston Spa Section

Wins First Track Prize

For the Second Time

THE finest and most efficiently maintained section of main line track on the Delaware and Hudson system, according to the combined calculations of a board of judges and the findings of the Hallade track recorder, recently published in connection with the awarding of the 1931 annual track inspection prizes, is section 14, Sub-Division F, of the Saratoga Division, located at Ballston, N. Y., of which FRANK PARILLO is Foreman.

This is the second time since the track prizes were established in 1926 that MR. PARILLO's section has won the first award. The winners of the contests in previous years have been: 1926, L. DELASCO, Schenectady; 1927, N. DESO, Cooper-ville; 1928, F. PARILLO; 1929, FRANK MAZ-ZARELLA, Sidney; and 1930, G. LE CLAIR, Douglass.

Competition for first place honors, both in the main line and branch line divisions, was particularly keen as it has been in all five preceding contests; only 1.15 per cent separated the ratings of the sections standing first and third. MR. PARILLO's final percentage was 97.5; C. CARACCILO, of Bainbridge, N. Y., who stood second, was rated at 96.55; and FRANK MAZ-ZARELLA, Sidney, N. Y., won his third consecutive award with a mark of 96.35.

All three winners of branch line prizes were located north of Albany this year. They are: first, A. CORSALL, South Glens Falls, 95.18 per cent; second, H. DESO, Peru, 92.75; and J. BAKER, Ausable Forks, 91.64.

Shortly after the announcement of the awards, the sign reading "SYSTEM PRIZE SECTION, MAIN LINE" was removed from Douglass to Ballston. Similar signs will be displayed by each

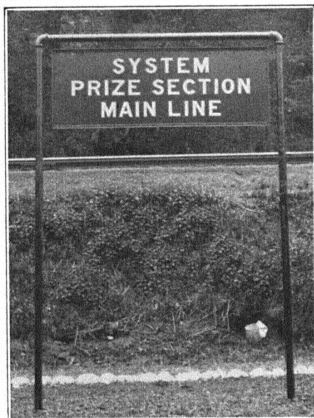
of the winning main and branch line sections on all four divisions. Small oval plaques will be attached to the tool houses of all prize winning sections on the system.

Particularly interesting was the competition for the greatest improvement awards. That rapid strides toward a better permanent way are being made is indicated by the large increases in physical ratings which earned these prizes for their winners, a list of whom is published further on.

In this connection it might be pointed out that the improvement of two sections was so great that their foremen won prizes among the best yard sections. O. A. ROGERS, winner of second prize for greatest improvement on the Pennsylvania Division, placed first in the competition for first class yards. Likewise J. OROLOGIO, a greatest improvement winner of the Susquehanna Division, carried second prize money for second class yards.

The Hallade track recorder, referred to earlier in this article, is a device of French origin, which is placed on a rugged stool over the center of the rear truck of a passenger car.

By a series of pendulums, springs, and gears the vertical and lateral movements caused by faulty track conditions are transmitted to four tracer pens which draw lines on rolls of paper. The four pens record: (1) various identifying objects along the right of way to locate items on the record and for computing speed; (2) changes in speed due to acceleration and braking; (3) lateral motion caused by faulty alignment or superelevation; and (4) vertical motions set up by low joints, turn-outs, and other irregularities in the track.



The prizes awarded for 1931 were identical in amount to those presented in 1930. The detailed list of the winners, their locations, ratings, and cash prizes, follows:

BEST MAIN LINE SECTION—SYSTEM

Name	Prize	Amt.	Division	Sub. Div.	Section	Location	Average
F. Parillo	1	\$50.	Saratoga	F	14	Ballston Spa	97.5
C. Caracciolo	2	25.	Susquehanna	C	11	Bainbridge	96.55
F. Mazzarella	3	15.	Susquehanna	C	8	Sidney	96.35

BEST BRANCH LINE SECTION—SYSTEM

A. Corsall	1	100.	Saratoga	F	L. G. 1	So. Glens Falls	95.18
H. Deso	2	75.	Champlain	L	Au. 1	Peru	92.75
J. Baker	3	35.	Champlain	L	Au. 2	Ausable Forks	91.64

BEST MAIN LINE SECTION

Champlain Division

G. Le Clair	1	100.		K	14	Douglass	96.27
W. Mc Dougall	2	60.		K	12	Whallonsburgh	93.35
C. Farandino	3	35.		K	2	Dresden	92.83

Saratoga Division

F. Parillo	1	100.		F	14	Ballston	97.5
S. Mattrazzo	2	60.		H	1	Saratoga	95.56
J. Corsale	3	35.		F	16	Saratoga	94.41

Susquehanna Division

C. Caracciolo	1	100.		C	11	Bainbridge	96.55
F. Mazzarella	2	60.		C	8	Sidney	96.35
L. Sandyke	3	35.		C	6	Wells Bridge	96.23

Pennsylvania Division

Frank Merlino	1	100.		A	5	Lafin	94.01
August Delveque	2	60.		A	6	Pittston	94.00
John Kirk	3	35.		C	3	East Windsor	92.74

FIRST CLASS YARD SECTION—SYSTEM

O. A. Rogers	1	100.	Pennsylvania	A	2	Wilkes-Barre	97.17
A. Powell	2	75.	Susquehanna	C	1	Oneonta	94.90
A. Altieri	3	35.	Susquehanna	E	6	Glenville	94.06

SECOND CLASS YARD SECTION—SYSTEM

T. Pasquarell	1	100.	Susquehanna	E	7	Mohawk	96.77
J. Orolgio	2	75.	Susquehanna	E	18	Nineveh	89.77
George Russell	3	35.	Susquehanna	C	13	Delanson	92.31

*SECTION SHOWING GREATEST IMPROVEMENT

T. De Paul	1	50.	Champlain	K	7	Port Henry	
D. Ezzo	2	25.	Champlain	K	3	Putnam	
J. Izzo	1	50.	Saratoga	F	11	Mechanicville	
J. Di Rienzo	2	25.	Saratoga	F	17	Saratoga	
A. Altieri	1	50.	Susquehanna	E	6	Glenville	
J. Orolgio	2	25.	Susquehanna	E	18	Delanson	
D. Carpenito	1	50.	Pennsylvania	A	1	Plymouth	
O. A. Rogers	2	25.	Pennsylvania	A	2	Wilkes-Barre	

*Sections showing greatest improvement are based on physical marks.

We Pay \$1 in 8 for Taxes!

WHILE Congress struggles with the national financial situation, the financial troubles of state and local governments have taken on the proportions of a national problem.

While the press discusses the deficit at Washington, the difficulties at city hall, county court house, state capital, and other government centers confront the business man with a far more serious threat.

The fact that he is, at last, beginning to realize this is the one encouraging feature in a gloomy picture of declining revenues, expenditures which grow even in a depression, widespread mismanagement, ineptitude, and general lack of attention. There is now some hope that the muggy, fetid atmosphere surrounding state and municipal finance may be cleared away in the biting winds of depression, even though considerable grief be precipitated in the process.

Expenditures are being cut, in some cases, while irate taxpayers wait menacingly in the council chamber. Philadelphia has just seen 15,000 stage a demonstration against a proposed tax increase. A Chicago delegation has invaded Springfield in a similar protest. At Rochester, Minnesota, an angry group of farmers invaded the commission chamber and stayed until \$75,000 was lopped from the budget. Next year's budgets are smaller than this year's in 86 Indiana counties. North Carolina has cut wages of state employees.

Cleveland has cut nearly all salaries. The Iowa legislature has made a general 5 per cent tax cut mandatory. In Utah 36 counties have cut their budgets, while in California 45 of 72 city budgets have been reduced. Chicago and other cities consider salary cuts. Telephones have been removed from most county offices in one Indiana county and Detroit considers dimming part of its street lights. Westchester County, New York, has cut all except lowest salaries 10 per cent. Organized moves against expenditure are on with special vigor in Ohio, Wisconsin, Utah, Indiana, Florida, Colorado, Tennessee, North and South Carolina.

Questionable functions are beginning to be abandoned, overlapping units slowly and painfully consolidated, unnecessary improvements postponed or dropped. Seldom has such a healthy interest been displayed in local finance. Little Rock, Ark., has abandoned further building. Cook County, Ill., citizens are seeking some way to reduce the overhead

Two-thirds of Taxation's Toll Goes for State or Local Government

arising from 419 governmental units. Allegheny County (Pittsburgh) people have tried to consolidate their 123 separate units of government. A Tennessee group advocates reduction in counties from 95 to 60. A strong demand is being made to cut the number of counties in Missouri from 114 to 30. North Carolina has consolidated road and school functions.

Business is learning that it has good reason to take this interest in the financial problems back home, however large the headlines that direct its thoughts to those at Washington. One dollar out of every 8 or 9 of national income goes to taxation and about 65 per cent of that dollar is collected by state and local governments. Even some of Uncle Sam's 35 cents is turned back to them.

Furthermore, state and local governments account for about \$13,500,000,000 of the country's \$30,300,000,000 public debt. Yet, though their shortcomings are reflected directly in the burdens they place on business, the banks, real estate, charity, and Uncle Sam, until recently all the attention given public finance has been concentrated upon federal finance.

State and local taxes are imposed and debts assumed by scores of thousands of minor governmental units—nobody knows how many, but estimates range from 50,000 to 500,000. Both the state and local tax and debt structures, like Topsy, have "just grown." Constant demands for more governmental services and seemingly inexhaustible funds from taxes on a "prosperous" country—and from the security markets—have spurred the growth. The extravagances of German municipalities, so frequently criticized, have been duplicated here. Economies by the federal government, bringing lower federal taxes and reduced debt have been almost completely counterbalanced by state and municipal extravagance.

The depression has brought the inevitable consequences. State and local revenues have come tumbling down just as have federal revenues. Delinquencies in the payments are huge—20 per cent to 30 per cent in some cases. Time limits for paying taxes have had to be extended widely. Bank failures have frequently augmented the trouble by tying up funds. Expenditures aren't being met, deficits are piling up.

It is becoming increasingly hard to meet these
(Concluded on page 29)

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History Repeats—Often

ON page 358 of its issue of December 1, 1931, *The Bulletin* carried a dismal picture of existing conditions—existing in 1857. Supplemental to this distressing portrayal of the situation is the following striking prophecy of Lord Macaulay which appeared in the *Edinburgh Review* of January 1830:

"The present moment is one of great distress. But how small will that distress appear when we think over the history of the last 40 years; a war, compared with which all other wars sink into insignificance; taxation, such as the most heavily taxed people of former times could not have conceived; a debt larger than all the public debts that ever existed in the world added together; the food of the people studiously rendered dear; the currency impudently debased, and improvidently restored.

"If we were to prophesy that in the year 1930, a population of 50,000,000 better fed, clad and lodged than the English of our time, will cover these islands; that machines, constructed on principles yet undiscovered will be in every house; that there will be no highways but railroads, no traveling but by steam; that our debt, vast as it seems to us, will appear to our great-grandchildren a trifling encumbrance, which might easily be paid off in a year or two, many people would think us insane.

"We cannot absolutely prove that those are in error who tell us that society has reached the turning point; that we have seen our best days. But so said all who came before us, and with just as much apparent reason.

"On what principle is it, that when we see nothing but improvement behind us, we are to expect nothing but deterioration before us?

"Our rulers will best promote the improvement of the people by strictly confining themselves to their own legitimate duties—by leaving capital to find its most lucrative course, commodities their fair price, industry and intelligence their natural reward, idleness and folly their natural punishment, by maintaining peace, by defending property, by diminishing the price of law, and by observing strict economy in every department of the state. Let the government do this—the people will assuredly do the rest."

The following apt quotation describing conditions existing in the days of the great Roman Empire, together with the fable related by Menenius Agrippa, is reproduced from an old book exactly as it was printed in 1708:

"The Commoners of Rome were gone off once into a Direct Faction against the Senate. They'd pay no Taxes, nor be forc'd to bear Arms, they said, and 'twas against the Liberty of the Subject to pretend to Compel them to't. The Sedition, in short, ran so High that there was no Hope of Reclaiming them, till Menenius Agrippa brought them to their Wits again by This Apologue: The Hands and the Feet were in a Desperate Mutiny once against the Belly. They knew no Reason, they said, why the One should lye Lazing, and Pampering itself with the Fruit of the Others Labour; and if the Body would not Work for Company, they'd be no longer at the charge of Maintaining it. Upon This Mutiny, they kept the Body so long without Nourishment, that All the parts suffer'd for't: Insomuch that the Hands and Feet came in the conclusion to find their Mistake, and would have been willing Then to have Done their office; but it was now too Late, for the Body was so Pin'd with Over-Fasting, that it was wholly out of condition to receive the Benefit of a Relief: which gave them to understand, that Body and Members are to Live and Die together."

12th Engineers, A. E. F.

ALL former members of the 12th Engineers, A. E. F., are requested to send their names and addresses to Mr. John J. Barada, 514 Holly Hills Ave., St. Louis, Mo., so that the roster of the organization may be completed prior to the reunion to be held during the coming summer. Further information may be obtained from Mr. Barada at the above address.

We Pay \$1 in 8

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by the borrowing that can be resorted to in the case of the federal deficit. Detroit has had some trouble borrowing and Chicago is finding it almost impossible. Philadelphia has just been unable to meet its payrolls. A large number of governments have found it impossible to sell bonds, recent ones including Hawaii County, Hawaii; San Francisco; Waterbury, Conn.; Perth Amboy, N. J.; San Antonio, and the state of Tennessee.

The municipal bond market is seriously demoralized. Catastrophic declines in corporation bonds have been equalled by drops in local, state, and municipal securities. A careful investigator of the Federal Reserve System, Dr. W. R. Burgess, notes that only securities of highly rated Eastern governments find any market. So serious is the situation that the federal Treasury and the Federal Reserve Banks are seeking some method to relieve it. Doubtless when the Reconstruction Finance Corp. is authorized heavy demands will be made upon it. The inability of many governments to borrow after revenues have collapsed means that a considerable number of obligations have been defaulted, and many more are perilously near to default. The past five years have put on record 165 cases of such default in 20 states. Leaders are Florida, North Carolina, Texas, and Washington. Until this week a year-end default seemed inevitable for Chicago; that prospect still faces a host of other units.

Unfortunately, there is no one to take the firm hold on such situations that Messrs. Hoover, Mellon, and Mills have applied to the disorganized state of federal finance. In too many state capitals and city halls there prevails a degree of ineptitude which, a close student has said, would make a business organization blush with shame. And if his castigation is not merited by all state and local governments, or even by the majority of them, it is applicable to enough of them to cause real concern.

As a result of all this, the national principle of dependence on local aid to care for the unemployed faces serious obstacles. State and local governments seeking to grant aid find themselves severely restricted by budget difficulties, are even forced to abandon a large amount of public works. This throws the relief job upon charity. If charity falls down, the burden must be passed on to the federal government with consequent danger to federal finance.

As another consequence, banks and other financial institutions are confronted with difficulties arising from the fact that they are heavy holders of municipal obligations and are heavily involved in short-term loans to state and local governments

which have resorted to this type of finance upon becoming unable to sell long-term securities in the open market.

But the protest is beginning to make itself heard. Taxpayers are finding the burden of state and local taxes and debts intolerable at the present volume of business and the present price level.

Farmers and other property-holders, especially heavily burdened, are heading the rebellion. The National Association of Real Estate Boards, taxpayers' organizations, the Chamber of Commerce, the American Bankers Association, among other groups, are giving it national scope—and big corporations, long burdened by heavy state and local taxes, are joining the ranks.—*The Business Week*.

M. of W. Election

AT THE annual business meeting and banquet of the Oneonta Maintenance of Way and Structures Department employees, the following officers were elected and installed to serve throughout 1932:

President	Robert Brown
Vice-President	Worthey Wright
Treasurer	Walter Larter
Financial Secretary	Harvey I. Quackenbush
Recording Secretary	Bert C. Upright

FRED CLICKERING was also elected Trustee for three years.

Following the business session and banquet President BROWN, acting as toastmaster, called on the guest of honor, J. A. DOYLE, Bridge and Building Master, as first speaker of the evening. MR. DOYLE spoke at some length on the amicable relations existing between the officers of the department and the men, and the 1931 safety record of the Susquehanna Division Maintenance of Way forces.

Short talks were given by PHILIP REYNOLDS, Chief Clerk to the Division Engineer; HOWARD E. THOMPSON, Assistant Bridge and Building Master; and EDWARD GROAT, Plumber Foreman.

During the evening music was furnished by a five-piece orchestra including Messrs. SCOTT VALL ALSTINE, BERT C. UPRIGHT, JAMES CARGILL, CHARLES CARGILL, and CLAYTON LOUCKS.

An Old Acquaintance

The street car was crowded. "Look, mother!" squealed little Benny, as a passenger took a seat opposite. "There's the man who comes every week for the furniture money."

Railroad Club Elects

AT a meeting of the Delaware and Hudson Railroad Club, Pennsylvania Division, held in the Carbondale Y. M. C. A. Monday evening, December 21, the following officers were elected for the 1932 term: N. S. BURNS, Division Rules Examiner, Wilkes-Barre, President; FRANKLYN ROBBINS, Maintenance of Way Department, Vice-President; P. R. KANE, Chief Clerk to the Division Engineer, Recording Secretary; P. B. RYAN Assistant Division Accountant, Secretary; C. A. MORGAN, Division Superintendent, Treasurer. JOHN W. HOWARD, Divisional Car Foreman; J. T. WALSH, Freight Agent, Scranton; and H. N. ATHERTON, Yardmaster at Green Ridge, were chosen to serve on the executive committee.

Following the election P. E. BAST, Fuel Engineer, gave a talk on the topic "Combustion," illustrating several experiments in internal combustion with motion picture films.

Engineer's Biggest Thrill

(Continued from page 20)

Those cars averaged about 40 tons each; when 80-ton cars appeared the crews were dismayed, although heavier motive power removed that source of concern to some extent.

In 1903 MR. LOOMIS was promoted to the rank of engineman. After two years on the extra board he was assigned a regular engine, "the 868." He personally ran it out of the Dickson Locomotive Works at Scranton.

MR. LOOMIS well remembers the day when only a few cars were equipped with air brakes. When the train was made up these cars were put at the head end. The train crews then set as many hand brakes as was necessary to properly control the train.

One fast freight run he made with the Wilkes-Barre—Oneonta "Berry Train" stands today as a speed record on the Pennsylvania Division. One morning coming north he received orders to use the southward main from Ararat to Starucca. Passing Thompson the operator handed him an order to "hurry up"—there were southbound trains waiting for him. Six minutes later he cleared the southward main at Starucca—he had covered those 3.8 miles in that short time from a dead stop at Thompson.

Years ago the Susquehanna Division was made up of a series of sags and humps. If a train broke in two in such a territory the rear end was apt to crash into the front portion in a sag. For this reason a "bell cord" was run from a large reel in

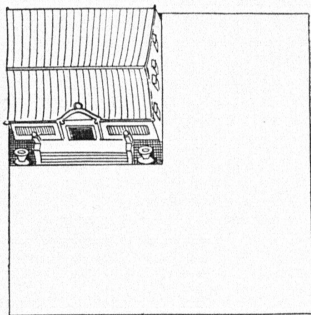
the caboose to a gong in the cab. When that gong rang the engineman knew that the train had parted. He immediately opened his throttle to "run away" from the rear end. When he considered it safe to do so he stopped and waited for the head trainman to locate the stray section of his train.

For many years MR. LOOMIS pulled fast freights between Binghamton and Mechanicville, Oneonta and Carbondale, and Oneonta and Wilkes-Barre. After the war he entered passenger service between Albany and Binghamton, continuing on these trains until he was retired on May 7, 1931. In the intervening years he handled nearly every passenger train on the main line.

MR. LOOMIS, who now lives at 118 Moeller Street, Binghamton, has one daughter and three grandchildren.

It's Easy — But !

AJAPANESE merchant decided to divide his property among his two daughters and two sons, giving each an equal plot of ground around his house for garden cultivation. This would provide plenty of healthy recreation and make the grounds around the house beautiful—but how to give each of the four children exactly the same shape of garden plot was a puzzle to solve. So see how you would divide this ground into four equal parcels of the same size and shape.



Gladly !

"Sir, would you give \$5 to bury a saxophone player?"

"Here's \$30; bury six of 'em."

Clicks from the Rails

Horseshoe Contest

Gold and silver medals were awarded the winners of the Norfolk and Western General Office's horseshoe pitching contest, which began on September 1 and continued for two months. C. G. Eastwood, winner of the first place gold medal, pitched 340 shoes, dropped 89 ringers and 11 double ringers around the peg, defeating his opponents in 10 out of 12 games. H. G. Moyers, runner up with seven games won, threw 58 ringers and 4 double ringers.



Four Rail Presidents

The recent resignation of President P. E. Crowley of the New York Central called attention to the fact that four American railroad presidents were former employees of the Erie Railroad. The other three are Daniel Willard, head of the Baltimore and Ohio; E. E. Loomis, president of the Lehigh Valley; and William T. Noonan, of the Buffalo, Rochester and Pittsburgh.



Individual Ladders

Every upper berth in a Pullman on the North Western Limited between Chicago and the Twin Cities is now equipped with its own ladder. When the porter makes up the berths at night he attaches a specially designed folding ladder; there is no waiting night or morning for "George" to bring the portable steps commonly used.



Locomotive Feeds Poor

After a Union Pacific passenger train crashed into a herd of deer killing five of the animals, the train crew brought the deer into La Grande, Oregon, and turned them over to the game warden. He, in turn, forwarded them to Salvation Army headquarters where the venison was distributed among the town's needy families.

Pennsylvania Limited

The Pennsylvania Limited, New York-Chicago flyer, which made its initial trip when Chester A. Arthur was President and Queen Victoria was on the English throne, celebrated its fiftieth anniversary November 19, 1931. In those fifty years it has carried 6,500,000 passengers on 36,000 east and west trips totaling 33,000,000 miles. Dining cars were added to its equipment in 1882 and the observation car followed in 1889. At first the Limited's running time was 26 hours and 35 minutes; at present it covers the 985 miles in 20 hours flat. It was christened "The Pennsylvania Limited" in 1891.



Want a Railroad?

The Bavarian government would like to give away, free of charge, a railroad, complete with stations and rolling stock. Furthermore, Bavaria will give \$2,500 a year to the person who will run it. The government cannot make the road pay and it does not wish to shut it down because it brings many money-spending tourists and holiday crowds to the country.



"Lost Train" Found

A government boat is now dredging the Missouri River near St. Charles, Mo., to clear the channel of the wreckage of the old Wabash bridge which collapsed in 1879. Portions of the bridge and the freight train which went down with it have been brought to the surface.



Stations for Rent

"Railway Stations for Rent" is a sign soon to be widely displayed in France. Bus competition has forced a number of railway lines into abandonment, and the owners have decided to rent some of the stations as dwelling houses.

Aluminum Hopper Car

Several advantages are claimed for a new 70-ton hopper car, built on the pattern of a steel car, but with body and underframe all of aluminum alloy. In addition to a saving of 21,200 pounds in weight, maintenance costs will be lowered due to the non-corrosive properties of aluminum. Ten such cars have been ordered by the Aluminum Company of America for use in transporting aluminum ore from New Orleans to plants in East St. Louis.



Long Sheep Train

One of the largest movements of sheep and cattle was recently handled on schedule by the Southern Pacific's El Paso Division. In this one train there were 73 cars carrying 10,853 sheep and a single car containing 35 cattle. To assemble this movement small shipments were picked up at three large cities and a number of small communities. The sheep were consigned to the Kansas City Markets.



Radios on Trains

Crack trains on Portugal's railways are now equipped with radio sets, head phones, and loud speakers installed by Companhia dos Caminhos de Ferro Portuguezes da Beira Alta, operator of 1500 miles of railway between Lisbon and Oporto.



Porter Sets Bone

While en route from Stockton, Cal., to Chicago, a lady passenger accidentally dislocated her knee cap. As soon as he had heard about the injury Porter G. H. Mitchell offered his services in relieving the dislocation. She accepted his offer and, as she wrote later to a Pullman official, he did as good a job as a physician.

The Fire

D ID you ever watch the camp fire
When the wood has fallen low,
And the ashes start to whiten
Round the embers' crimson glow;
With the night sounds all around you
Making silence doubly sweet;
And a full moon high above you
That the spell may be complete?
Tell me, were you ever nearer
To the land of heart's desire,
Than when you sat there thinking
With your face turned toward the fire?

R. L. STEVENSON.